

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-8. (Cancelled)

Claim 9. (New) Control apparatus for a motor vehicle, for preventively actuating a vehicle safety device for protecting vehicle occupants and/or road users, said apparatus comprising:

a decision stage which generates a triggering decision for the vehicle safety device if a travel behavior of the vehicle which is critical for safety is determined, based on dynamic vehicle movement parameters; and

a plausibility checking stage for checking plausibility of the triggering decision; wherein,

the plausibility checking stage evaluates the triggering decision as implausible and prevents actuation of the vehicle safety device if an evaluation of time profile of parameters that are sensed in the vehicle reveals that the travel behavior which is critical for safety corresponds, within predefinable limits, to a desired travel behavior, which is brought about in a deliberate and controlled fashion by a vehicle operator.

Claim 10. (New) The control device as claimed in claim 9, wherein the plausibility checking stage uses a parameter which is indicative of rate of change in the travel behavior of the vehicle to check the plausibility of the triggering decision.

Claim 11. (New) The control device as claimed in claim 10, wherein the plausibility checking stage evaluates the triggering decision as implausible and prevents the vehicle safety device from being actuated if the travel behavior of the vehicle has only made a slow approach to the travel behavior which is critical for safety.

Claim 12. (New) The control device as claimed in claim 11, wherein the plausibility checking stage evaluates the triggering decision as implausible and prevents the actuation of the vehicle safety device if a change in the travel behavior of the vehicle within a predefinable time period has taken place only with a rate of change which is below a predefinable threshold value.

Claim 13. (New) The control device as claimed Claim 12, wherein the plausibility checking stage evaluates the triggering decision as implausible and prevents the vehicle safety device from being actuated if a predefinable number of repetitions of the same travel behavior which is critical for safety took place within a predefinable time period.

Claim 14. (New) The control device as claimed Claim 13, wherein the plausibility checking stage evaluates the triggering decision as implausible and prevents the actuation of the vehicle safety device only if the travel behavior which is critical for safety corresponds to a predefinable exceptional travel situation.

Claim 15. (New) The control device as claimed in Claim 14, wherein the vehicle safety device can be triggered in a reversible fashion.

Claim 16. (New) The control device as claimed in Claim 15, wherein the vehicle safety device is a seatbelt pretensioner.

Claim 17. (New) A method for preventively actuating a vehicle safety device in a motor vehicle, said method comprising:

generating a triggering decision for the vehicle safety device only if a travel behavior of the vehicle which is critical for safety is detected, based on dynamic vehicle movement parameters;

evaluating time profiles of parameters that are sensed in the vehicle;

determining the triggering decision is implausible, if, based on said evaluating, it is concluded that the critical travel behavior corresponds, within

predefinable limits, to a desired travel behavior, which is brought about by the driver in a deliberate and controlled fashion;

prevent actuation of the vehicle safety device in response to a determination that the critical travel behavior corresponds within said limits, to said desired travel behavior.

Claim 18. (New) A method for controlling operation of a vehicle safety device, said method comprising:

determining dynamic behavior of the vehicle based on vehicle movement parameters;

detecting occurrence of a critical dynamic behavior of the vehicle based on said determined dynamic behavior;

generating a trigger signal for actuating the vehicle safety device upon detection of said critical dynamic behavior;

determining a desired travel behavior based on vehicle control parameters that have values or profiles that are indicative of deliberate vehicle control activity by a vehicle driver;

comparing said detected critical dynamic behavior of the vehicle with the desired travel behavior; and

inhibiting a triggering of said vehicle safety device when said critical dynamic behavior corresponds within specified limits to said desired traveling behavior.